

Memorandum

To: Brent Alderton, Director of Land Transport, Waka Kotahi
From: Michael Brown, Head of Road Safety Engineering, Auckland Transport
Date: **2 August 2024**
Subject: Land Transport Rule: Setting of Speed Limit 2022 – Director approval sought for speed limits changes on Fenton Street in Mount Eden, Auckland

Purpose

To request you, as Director of Land Transport, approve Auckland Transport (Road Controlling Authority for local roads within the local authority boundaries of Auckland Council) setting a 10km/h speed limit on Fenton Street.

Background

Prior to the commencement of work on the City Rail Link project (CRL) this area was a 50km/h zone. Porters Ave and Wynyard Street were connected across the railway line at a level crossing and Fenton Street was a minor cul-de-sac immediately south of the railway line on the eastern side of the crossing.

When construction commenced on CRL the level crossing was permanent closed. In early 2023 as part of a wider change to the residential streets on the southern side of the railway line the speed limit was lowered to 30km/h in Fenton Street and the surrounding roads.

As part of the CRL works Fenton Street has been converted to a shared zone. it continues to provide limited vehicle access for the buildings on the southern side of Fenton Street but also serves a substantial pedestrian function as the connection between the local street network at the western end of Fenton Street and a new pedestrian bridge into the Maungawhau Train Station at the eastern end of Fenton Street.

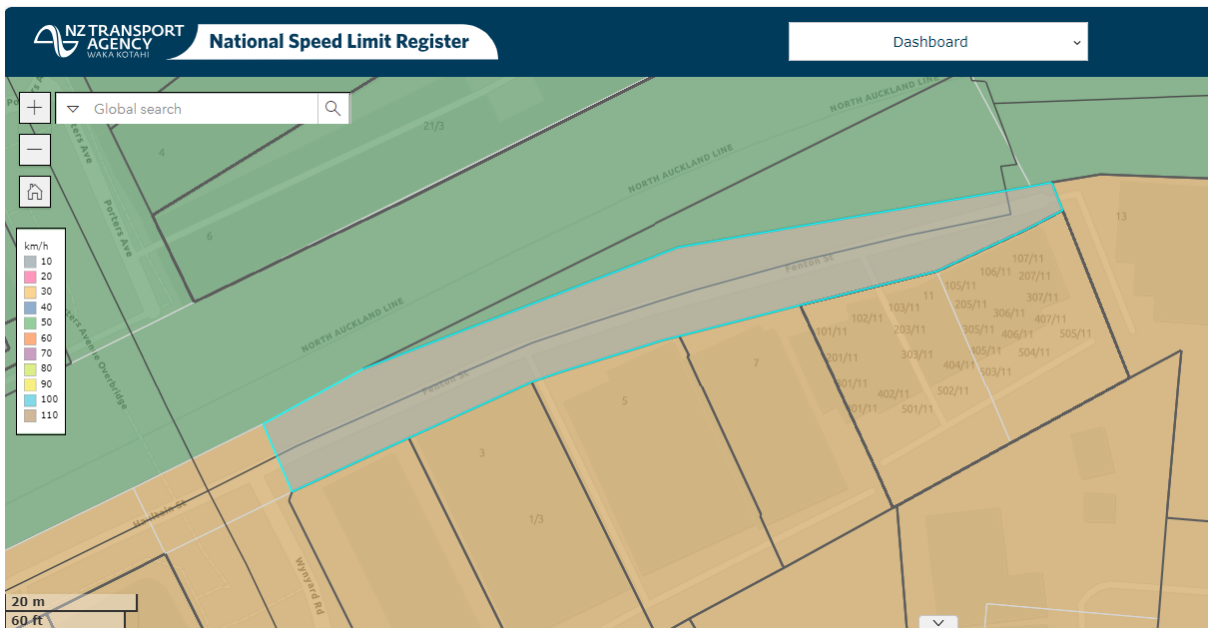
The location of the proposed speed limit change is an obvious point of change in environment as it is at the transition between the conventional asphalt paved roads and the concrete surfaced shared zone treatment and will be reinforced with shared zone signage in addition to the proposed speed limit signs.

Urgency

Fenton Street was not identified during the drafting of our speed management plan and consequently isn't included in our draft plan. There is a need to have an appropriate speed limit in place before the CRL opening. There is also urgency to have this change approved under the current rule. While the draft 2024 rule would continue to provide for 10km/h in shared zones, if the rule takes effect as currently drafted then the current 30km/h speed limit in this area would potentially be subject to reversal which could lock out the ability to set a new speed limit until mid 2025.

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The proposal



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Table of changes

Description	Current speed (km/h)	Proposed speed (km/h)	SAAS (km/h)	Explanation of why the Proposed speed does not match the SAAS
1. Fenton Street, full length	30	10	10	Note this is our assessed SAAS based on the recent changes to the road which are not yet reflected in the Megamaps assessment.

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Timing

Subject to Director approval we would seek to implement the permanent 10km/h change taking effect on the 13th of October 2024.

Assessment

The northern side of Fenton Street is bounded by the North Auckland Railway, and the street is physically walled off from the rail corridor. The southern side of the street is fronted by a mixture of light commercial buildings and residential apartments. The western end of the street connects to the local street network, while the eastern end has no vehicle access but provides footbridge access to the Maungawhau Train Station. The street has been engineered as a shared zone with limited parking and access for the buildings on the southern side and a high priority placed on pedestrian movement to and from the train station. As such we have assessed the street as a civic space under the ONF and the SAAS as 10km/h under the Speed Management Guide: Road to Zero.

Consultation

The conversion of Fenton Street to a low speed shared zone environment formed part of the wider proposals for Maungawhau Station and the design of its connections with the public realm. During the development of the proposal there was ongoing engagement with the Mount Eden Community Liaison Group (CLG). The CLG was a cross section of the community, including residents, property owners, businesses and interest groups. Key stakeholder consultation was also carried out with Mana Whenua, Auckland Council, the Albert-Eden Local Board, Kiwirail, and Auckland Urban Design Panel. Targeted consultation also occurred with directly impacted residents and property owners.

The key stakeholders didn't raise any issues in relation to Fenton Street.

A focused workshop held in relation to the Fenton Street design involved residents. Feedback generally related to CPTED issues (Crime Prevention Through Environmental Design) around the bridge and the vehicular turning head of Fenton Street. This feedback was resolved through changes to the Fenton Street design.

Conclusion

In light of the information above, Auckland Transport considers the 'good reason' condition under clause 2.6 of the speed limit rule has been met for the proposal relating to Fenton Street.

Signed



Michael Brown

Head of Road Safety Engineering



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